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BIRTH.

On November 10th, at No. 155 Bluff, Yokohama, the wife of ARTHUR B. ROUSE, of a son. [187]

HONGKONG OFFICE: 10A, DES VŒUX ROAD C.

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The Daily Press.

HONGKONG, NOVEMBER 25TH, 1907.

Should the Chinese, as they promise, establish a system of representative Government, there is one point of detail which has hitherto not been referred to, but which will probably be found to tax even Chinese ingenuity to adjust quite satisfactorily. If an Imperial general assembly with elective members be established, it is a curious speculation how they will arrange as to the dialect in which the discussions are to be carried on. The Chinese dialects, as our readers are well aware, differ so much that Chinese from one Province are often quite unable to understand those from another; and even where they do so to some extent, they have frequently to resort to a pantomimic writing of a character with the finger of one hand on the palm of the other to make themselves understood. If, therefore, there is a *bona fide* elective system, it is difficult to understand how the hon. member for, say, Shanghai with broad and completely local pronunciation is to make himself understood by, say, the member for Canton with the well known snappy pronunciation of that district, or how either of them will be understood by members from Peking speaking the official dialect, and entertaining a hearty contempt for those of any other part of the Empire. The solution which will naturally occur to the Chinese is that all discussions must be conducted in the official dialect, and no doubt

at first, at least, this will be the plan resorted to. At all events it may be taken as tolerably certain that only men who were well conversant with the *Kuan Hua* would be likely to be selected as members of the Council or Assembly, and thus the choice would be restricted to a comparatively limited class in many places, while in others such as Tientsin and the northern cities and districts generally a much larger field would be open for the selection of representatives. The Nanking dialect, which differs from the official mainly in consonant, and comparatively little in vowel sounds might be acceptable but the larger number of Chinese from other than the two parts indicated could not hope to hold their own, unless they were among those who are well acquainted with the official tongue. Something, therefore, will have to be done to solve this difficulty, if there is to be anything in the form of a Parliament after the foreign model. No doubt it may be assumed that every educated Chinaman speaks the official language, and therefore no difficulty need arise. This is true from the Chinese point of view. In other words, the officials and literati consider that no one who cannot speak the official dialect can be regarded as a man of finished education or worth listening to upon any matters of state importance. But unfortunately this is just one of the old standing prejudices in China which it would be the object of representative institutions to do away with, by providing the means of the views of the mercantile and other classes, who, in a broader sense, are better educated than those too strongly imbued with official tradition, being duly heard. It would therefore be an unfortunate thing, if the choice of representatives were restricted in any such manner, and it is to be hoped that some solution of the difficulty may be found. This would not, of course, be impossible by providing interpreters where necessary, and, in the earlier stages, this should be the course adopted. As time went on, and it became known that a knowledge of the official dialect, or at least something approaching it, was a necessary qualification to being elected, no doubt a much larger number of Chinese would perfect themselves in it, and, with an object of this kind before them, would find little difficulty in doing so. There are a large number of Chinese, outside the official classes, who have some knowledge of the *Kuan Hua*, but it is not very accurate, and they have no incentive to keep it up. One effect of representative institutions would be to make a common spoken language more general and thus in some measure to do away with the localism which has always been one of the chief difficulties in governing the Chinese as a whole. If this effect be produced, it will be one of the most salutary changes that can take place in China, where the great trouble has always been to get the nation to act as a whole, and with a truly national spirit. The fact that the written language is the same all over China has been a strongly combining force; but this force is by no means so great as that of a common spoken language, which is one of the strongest bonds of sympathy in all parts of the world; and would, no doubt, prove to be as much so in China as in other places.

Mr. F. J. Molville has written, and Messrs. Nissen and Co. have published, an interesting account of the postage stamps of Sarawak, the brochure being enriched with excellent plates.

Regulations made by the Board of Trade, in conjunction with the Commissioners of Customs under section 50 of the Merchant Shipping Act, 1906, are published in the current *Gazette*.

His Majesty the King has not been advised to exercise his power of disallowance with respect to Ordinance No. 11 of 1907, entitled An Ordinance relating to Life Insurance Companies.

Mr. Dadabhai Naoroji's medical attendant telegraphed from Maracilles that his patient arrived there in improved health. Mr. Naoroji was to embark for Bombay in the steamship "Ville Ciotat."

The order of the mayor of Fort Dodge, Ind., issued some months ago, that all bachelors in the city must marry within a year or pay a fine, has turned out a boomerang. His daughter has just eloped with a chauffeur.

Sir Alexander Wilson, chairman of the Mercantile Bank of India, and formerly a member of the firm of Messrs. Jardine, Skinner, and Co., of Calcutta, who died on September 6 last, aged sixty-four, left £8850.

General Sir Bindon Blood, until recently commanding the Northern Command in India, retired at his own request on November 7, after 47 years' Army service, during which he took a distinguished part in seven campaigns.

Copy of an Order of the King in Council embodying regulations as to the removal and return of prisoners and criminal lunatics under the provisions of the Colonial Prisoners Removal Act, 1884, is published in the *Gazette*.

On October 20, while King Alfonso, accompanied by Senor Maura, the Premier, was motor-ing through the flooded districts in the province of Lerida, a temporary bridge which had been thrown across a river near Pona, collapsed as the royal car was crossing it. The King fell into the water, but happily escaped with no worse consequences than a wetting.

The following telegram from Peking was published at Berlin on October 18:—"The Chinese Foreign Office has instructed the Chinese Minister in Berlin to inform the German Government that (1) his reserves to himself the right to construct the proposed railway from Tientsin to Chafu (Chafu?) in Southern Shan-tung, which was intended to be a branch of the projected line from Tientsin to Chinkiang on the Yangtze river. A concession for the building of the branch line was granted to Germany some years ago."

Mr. James Bradford, J.P., of Buckingham place, Brighton, who was formerly a railway porter at Hopton, near Peterborough, has just presented his native place with a block of almshouses, which he has endowed. He was long identified with Spiers and Pond's, and the London, Brighton, and South Coast Railway, and is now reputed to be a millionaire. Hopton, the birthplace of John Clare, the Northamptonshire peasant poet, owes many benefactions to Mr. Bradford's generosity and love of his native place.

The great Russian scandal of last year is about to enter upon a new phase. It will be remembered that the wife of Gen. Ostchakoff ran away with Capt. Esapoff. The world followed with interest the outraged husband's movements when he crossed the Atlantic twice in pursuit of the runaway lovers. The "Bourse Gazette" announces that Mme. Ostchakoff, who has been living quietly in Melbourne, has decided to leave Australia and to return to Russia. She says that her life has been made unbearable by the detectives who have been put on her track by Gen. Ostchakoff.

Signora Toselli has finally resigned herself after protracted negotiations with King Frederick's agent to deliver over the infant Princess Monica to the Saxon Court on November 30. The conditions agreed upon are said to be that Princess Monica will pass a month every year with her mother, who will also be conceded an annual interview with her other children. The ex-Crown Princess's actual money allowance will be continued as heretofore. By one who visited her, Signora Toselli is reported to be heartbroken and in a condition of collapse. Signor Enrico Toselli explains the King's determination over the restitution of the child by alleging that his wife's escapade with Piron was purely platonic, so that there is no doubt respecting the regal parentage of Princess Monica.

There has been brought out a new golf club with a revolving face, which, for at least that vast majority of players who rejoice in the description of moderate, is likely to prove a great acquisition. Sir B. Payne Gallwey, Bart., its inventor, claims for it that, besides being accurate and easy to play with, seldom marking the turf, and never outting the ball, which can be used for 1,000 holes, it has the further advantage that striking the ground does not spoil the stroke, owing to the revolving face making "following through" action automatic. It serves equally for right or left-hand play, has carried a bunker at 200 yards, and a round of 73 for 18 holes has been done with it by an amateur. The club is only sold for charitable purposes, not for profit.

Under the Mackay Treaty of September, 1902, China undertook within a year to conclude a revision of the mining regulations with a view to the development of the country's resources with the assistance of foreign capital. The Chinese Government has now communicated to the Foreign Ministers the text of revised regulations which have been prepared under the direction of the Viceroy Chang Chih-tung, submitted to the Throne by the Waiwaps and the Board of Commerce, and sanctioned. The "Times" Peking correspondent considers it a matter for regret in a question so sorely affecting the industrial and financial prosperity of the Empire that the Throne should be guided by an aged Viceroy whose views on industrial and financial matters are notoriously unsound. The regulations number 147, and are printed in two volumes. Their nature is said to preclude the prospect that foreign capital will be forthcoming.

Some German newspapers expressed great nervousness with regard to the visit of the Kaiser to England. They see in the expressions of welcome published in England outward indications of pleasure to conceal an attitude inward hostility. The Emperor and Prince Buelow, the Imperial Chancellor, are warned to be on their guard against their hosts, who wish to exploit them under the guise of amiability, and to cause them to forget the whole trend of British foreign policy, which is and will be, anti-German. The English are described as past masters in the art of concealing their intentions by diplomatic blandishments. The Kaiser and Prince Buelow are, therefore, exhorted not to walk into the English trap. Dr. Paul Lissau, writing in the "Leipziger Neueste Nachrichten" says the English compliments bestowed on the Emperor are the worst testimonials to his foreign policy. This praise from an enemy indicates that Germany is following a wrong course. Dr. Lissau concludes by recalling Prince Bismarck's saying that "even flowers may conceal dangers."

The *Gazette* publishes a copy of a report by Sir Henry Burgess, K.C.B., K.C.M.G., of the proceedings of the Permanent International Sugar Commission at its recent meeting, which was held to consider the proposals of His Majesty's Government with regard to the Brussels Sugar Convention.

The Canadian Pacific Railway Company's steamer "Tartar" was reported from Vancouver on Oct. 19th to have been badly damaged by collision off the Fraser River. She was beached with the fore compartment full of water and the No. 2 hold partly full. A salvage steamer went to assist her. The "Tartar," of 4,425 tons, was built in 1883.

A regulation published in the *Gazette* states that not more than two chairs, whether public or private, may go abreast in Victoria or in the Peak district. When two chairs are abreast, the chair on the right hand side must give way on meeting another chair, vehicle or pedestrian. The flap at the back of a hood of a public ricksha must be rolled up or securely fastened down.

It is notified in the *Gazette* that His Excellency the Governor has, under instructions from the Secretary of State for the Colonies, rescinded Proclamation No. 1 of 1906, dated the 16th March, 1906, declaring the voyage of any Chinese passenger ship (steamer) from Hongkong or any port of China to Ocean Island to be, for the purposes of the Chinese Passengers' Act, 1855, a voyage of not more than thirty days' duration.

A medicine hawk by name Chan Yung appeared before Mr. F. A. Haselard at the Police Court on Saturday charged with administering poison. It appears that a client called at his shop to get some medicine for a stomach ache. Chan sold her a plaster which she used according to directions. Two days later she broke out in sores and reported the matter to the police. On Saturday Mr. F. A. Haselard fined the defendant \$21, and ordered him to pay \$5 compensation.

By a proclamation published in the Government *Gazette* His Excellency the Governor has, with the advice of the Executive Council, prohibited for a further period of six months from and including November 28th, the exportation from the Colony, or the carrying coastwise in the Colony of arms, ammunition, gunpowder, military and naval stores, and any article which he might judge capable of being converted into or made useful in increasing the quantity of military and naval stores, unless the proclamation shall have been revoked or unless permission shall have been obtained under the Military Stores Ordinance 1862.

Professor Major Ronald Ross, who left Liverpool for Mauritius for the purpose of research in tropical medicine, and Mr. W. M. Haffkine, C.I.E., were entertained at dinner by the Liverpool School of Tropical Medicine. Sir Alfred Jones presided, and presented Mr. Haffkine with the Mary Kingsley medal of the school. Haffkine paid an eloquent tribute to Miss Mary Kingsley's work in West Africa. It would seem, he said, that a co-operation between the white man and the Aborigine ought to be everywhere possible, leading to the elevation and prosperity of both; but it was only by patient and sympathetic study of native thought and creed, such as was one of the principal objects of Miss Kingsley's labours, that we could hope to find out the innumerable points of contact which all human beings must have, and undoubtedly had, with each other. Major Ross said he was very much indebted to Mr. Cavendish Boyle, of Mauritius, and Lord Elgin for allowing him to go out there in order to try and bring his tests for preventing malaria to perfection. He intended to go on until antimalarial measures were carried out in all British possessions. Malaria ought to be reduced to a minimum by proper management, but that proper management was wanting in many towns. A telegram was sent to Princess Christian expressing gratification at the selection of Professor Ross for Mauritius, and one to Mr. Chamberlain recognizing what he had done for tropical medicine and hoping he might live many years to do as much more. Sir Alfred Jones received the following reply from Mr. Chamberlain:—"Telegram only received this morning. Many thanks for it. Assurance of continued interest in all that concerns the spread of tropical medicine. Congratulate Professor Ross especially on knowledge gained of these diseases, and him and Mr. Haffkine on part they have had in practical results.—J. Chamberlain."

THE CABLE GROUND.

It is notified in the *Gazette* that the western limit of the cable ground between the North Point of Hongkong and the South-East point of Kowloon Peninsula has been shifted eastward to an average distance of about 400 yards from its former position. The cable ground is now marked as follows:—

The Western limit by a white post and white obelisk on the Hongkong shore in line with a white post and white obelisk on the Kowloon shore.

The Eastern limit by a white post and white obelisk on the Hongkong shore in line with a white post and white obelisk on the Kowloon shore.

By day the four white posts may be distinguished by their carrying a red diamond shape. By night a red light is displayed on each of them.

The lights are so screened that the easternmost lights do not show to the eastward or the westernmost lights to the westward.

LATEST STEAMER MOVEMENTS.

The N.Y.K. str. *Kamakura Maru* (European Line) left Shanghai for this port on the 22nd inst., and is expected here to-day.

The N.Y.K. str. *Kumano Maru* (Australian Line) left Nagasaki for this port on the 22nd inst., and is expected here to-morrow.

The H.A.L. str. *Brigantia* left Moji on 24th inst. at 7 a.m., and may be expected here on 29th inst. a.m.

TELEGRAMS.

["DAILY PRESS" EXCLUSIVE SERVICE.]

CRISIS IN PORTUGAL.

LONDON, November 24th.

The King of Portugal has banished the Crown Prince. Affairs have now arrived at a grave crisis, and many people favour a republican form of Government.

A ROYAL MARRIAGE.

LONDON, November 24th.

Prince George of Greece has married Marie Bonaparte.

THE COTTON OPERATIVES' DISPUTE.

LONDON, November 24th.

Mr. Lloyd George is endeavouring to arrange the Cotton trade dispute.

OBITUARY.

LONDON, November 24th.

Sir Arthur Kekewich is dead, aged 75 years.

[Sir Arthur Kekewich was a Judge of the Chancery Division of the High Court of Justice since 1880. He was called to the bar in 1858, and was made a Queen's Counsel in 1877.]

[REUTERS' SERVICE.]

THE FINANCIAL SITUATION IN THE UNITED STATES.

LONDON, November 21st.

New York wires that owing to widespread demands the premium in currency suddenly rose from 1½ to 3%, resulting in disorder of the exchange market and causing renewed uneasiness.

FATAL ACCIDENT AT POLO.

LONDON, November 21st.

Captain Roberts, of the Egyptian army, has been killed playing polo.

PORTUGAL.

LONDON, November 21st.

It is noticeable that the Portuguese Minister for War is making numerous inspections of the garrisons, while the King is participating in various military functions. It is believed that the army heartily supports the King.

FAILURE IN HAMBURG.

LONDON, November 21st.

Hamburg reports that the big firm of Moeller & Co., wax bleachers, has suspended payment, and several local firms and Banks, also some English firms, are affected.

EMIGRATION FROM THE UNITED STATES.

LONDON, November 21st.

Owing to the depression in trade, crowds of aliens are leaving America to return to Europe, where they are able to live cheaper.

THE AMERICAN COTTON MARKET.

LONDON, November 22nd.

New York reports a wild excitement on the Cotton market, prices advancing 53 points, on Bullish crop estimates. At the close prices dropped 10 to 20 points on profit taking.

RUSSIA AND INDIA.

LONDON, November 22nd.

The correspondent of the *Daily Telegraph* in St. Petersburg wires that the Government is about to appoint a committee to study the question of joining up the Russian and Indian railways.

THE RAILWAY STRIKE IN INDIA.

LONDON November 22nd.

Calcutta reports that the strike situation is getting worse and the attitude of the European strikers threatening. Simla is isolated. A battalion of the Leinsters and a body of armed police are going to Assam, where the stranded passengers are collected.

GERMANY'S OCEAN CHAMPION.

LONDON, November 22nd.

"LUSITANIA" RIVAL TO BE CALLED "EUROPA."

The new Transatlantic liner to be built by Messrs. Harland and Wolff for the Hamburg-American Steamship Company as a rival to the "Lusitania" is to be called the "Europa."

It is probable that the "Europa" will be the last great German liner constructed in a British yard. The large German shipbuilding companies are extending their yards as rapidly as possible, in order to be able to accept contracts for vessels of the largest size.

The "Europa" will not be completed for two years. She is to be 790 feet long, 88 feet beam, and of 45,000 tons. She will be fitted with turbines and reciprocating engines. Her cabins will be fitted in the most luxurious manner, and include the latest improvements. Every effort will be made by the Hamburg-American Company to recover the "blue ribbon" of the Atlantic.

The contract for a sister ship to the "Europa" will ultimately be given to the Vulcan Shipbuilding Company, which is constructing gigantic shipbuilding yards.

ENTHRONEMENT OF BISHOP LANDER.

The ceremonial for the enthronement of the Right Reverend Gerard Heath Lander as Lord Bishop of Victoria took place at St. John's Cathedral on Saturday afternoon in the presence of a large congregation. The order of the ceremony was as published in our issue of Saturday, and among those present to witness it were Commodore Stokes, Hon. Mr. H. E. Pollock, K.C., Engineer-Captain J. Fielder, the Revs. T. W. Pearos, J. Genshor, J. H. Vonnell, Messrs. R. Paekham, R. T. D. Sayle, J. Graham and A. Sheffield. The Bishop, attended by his chaplain and the Rev. J. A. Bunbury, left St. Paul's College at three o'clock arriving at the Cathedral ten minutes after the hour. On his arrival at the Cathedral the procession, which was in waiting, moved slowly up the nave, singing as a processional hymn "The Church's one Foundation."

Then the Bishop took the fold stool and presented to the Archbishop of Hongkong and the Chaplain of the Cathedral the letters of commendation of the Archbishop of Canterbury. The Pro-Chancellor read the letters, and then Archbishop Bantier received them and acknowledged the Rt. Rev. Gerard Heath Lander as the Church's lawful bishop.

The Bishop was next conducted to the Episcopal Throne by the Rev. F. T. Johnson and requested the prayers of the congregation. After this ceremony was continued, and the choir sang the anthem "I will wash my hands in innocency."

His Lordship then exhorted his flock to prayer as follows:—"Ye shall pray for Christ's holy Catholic Church, that is for the whole congregation of Christian people dispersed throughout the whole world: and herein I require you most especially to pray for His Most Excellent Majesty, our Sovereign Lord King Edward, Defender of the Faith, and Supreme Governor, in all his dominions, over all persons in all causes; also for our gracious Queen Alexandra, George, Prince of Wales, the Princess of Wales, and all the Royal Family. Ye shall also pray for His Excellency the Governor of this Colony. Ye shall also pray for the Ministers of God's holy word and sacraments, as well archbishops, bishops—especially the bishop of this diocese—and other pastors and curates. Ye shall also pray for the King's most honourable Council, and for all the nobility and magistrates, that all these in their several callings may serve truly to the glory of God, and the edifying and well governing of his people, remembering the account that they must make and for the whole common of the realm, that they may live in the true faith and fear of God. Finally let us praise God for all these which are departed out of this life in the faith of Christ, and pray unto God that we may have grace to direct our lives after their good example; that this life ended, we may be made partakers with them of the glorious resurrection in the life everlasting."

This prayer was followed by a hymn; and then The Lord Bishop preached his first sermon in Hongkong. Taking his text from the first book of Corinthians, the third chapter and the second verse, the preacher said that all along the centuries the church was attacked, sometimes by learned leaders sometimes by the ignorant populace. Yet how came it that it always stood so firmly? The secret was disclosed in the words of the hymn they had been singing: "The Church's one foundation is Jesus Christ our Lord." The speaker then referred to the Eastern pioneers who had gone before. He recalled Francis Xavier's heroic attempt to lay the Christian foundation in this land. The century reminded him of Robert Morrison's fruitful toils and the chain of noble lives linking his time with our own. Neither would he forget the four previous occupants of the Cathedral chair. George Smith was one of the very first churchmen to minister in China, and for upwards of 20 years the pioneer bishop of a diocese which comprised the whole of China and Japan. The wider outlook of his successor, Dr. Alford, had come to be more and more appreciated by missionary societies. Early in this present year there passed to his rest—in a good old age—John Shaw Barton, whose 23 years' episcopate was marked by ceaseless activity. Even after his resignation of the Bishopric, he returned to China to work for the cause so dear to his heart. But most fresh in the reverent memory of all present was his immediate predecessor, whose many piety, ripe wisdom, faithful testimony and earnest labour had indeed laid a foundation that would make the upbuilding of the Church of Christ in this important Colony and vast diocese possible as never before. His tragic death, together with his students and thousands of the Chinese race for whom he had spent 30 years of his noble life, had spoken with trumpet voice to the whole Church of God throughout the world—and those present needed no reminder of it. While it was true that the permanent memorial of Bishop Hoare consisted of many inspired lives and saved souls, it was only fitting that a lesser memorial such as the proposed stained-glass window for yonder transept should bear witness to posterity of our reverent love for his memory. He was encouraged by the knowledge that many prayed that the right man would be appointed to succeed him, and subsequently they had prayed that he might be endued with the right spirit. They craved, above all things, a continuance of prayerful intercession that he might wisely enter into the labours of those that had gone before. He also asked for his congregation's upbraidings or forbearance. He was likely to make mistakes. But they would reflect that the man who made no mistakes seldom made anything else. He could not long please everybody: but they would remember that his business was to try to please the great head of the Church. After all, the real duty of every one was not to do what he preferred, or what others thought he ought to do, but what he honestly believed was God's will. Unless the builders worked according to the architect's plan

their labour was in vain. The Christian Church in Hongkong and South China was destined to consist of many different elements, English and Chinese, foreign and native, military and naval, commercial and professional, clerical and lay, leisured and labouring, cultured and uncultured. All were necessary, and all were made of one blood, and all were redeemed by one Saviour. He was comforted by the thought that his predecessors were different types of men. He knew they would not expect him to try to make himself an imitation of any of them. He should be sure to fail. He had not their peculiar gifts, their technical knowledge, or their special training. God did not ask him to be a John Burdon or a Joseph Hoare—but to be himself. However he might admire them and however unworthy he might be to follow them, he was at least determined to build upon the same foundation and to seek the same spirit. Neither need any present try to imitate other workers, however successful they might be, but each would best serve the cause by being himself and bringing into the Church of Christ the unique forces of his own personality. It was not essential for Christian unity that we should all work in the same way, or hold the same views, but it was that we should build on the same foundation. In the Apostolic Church there were unfortunate divisions and factions. St. Paul did not discuss the merits of any party, but led them all back to the first principles and to the grand basis which united men—the one foundation, Jesus Christ. In proportion as they would be united to Him they would be united to one another. In Him diverse races and individuals could meet and harmonise, and on that foundation each would best attain its full power and utility. To some it might seem difficult for a Church consisting partly of European and partly of Asiatic to be a really united harmonious Church—for they were often reminded "East is East and West is West," and it was impossible to Europeanise the Asiatic or Orientalise the British. True, but happily there was no need to try. Each brought into the Catholic Church that which the Divine Architect saw necessary for its completeness; and whilst European remained to the end European, and Asiatic, Asiatic, on the one foundation there might be—there would be—indeed there was already—the truest unity and the best harmony.

The impressive ceremony closed with the benediction.

DARING ROBBERY AT BEACONS-FIELD ARCADE.

Three Chinese are said to have been in the gang, and the shop they broke into was situated in a part of the city where it might have been thought robbers would have feared to attempt an entrance. The shop burgled, No. 9, Beaconsfield Arcade, is an Egyptian-tobacco store, and is almost opposite the Hongkong and Shanghai Bank, round which a policeman patrols night and day. The robbery occurred early on Sunday morning, and apparently the gang had been planning it for some time. They evidently started operations when the constable on duty at the bank was patrolling the Des Vaux Road section of his beat, otherwise he must have seen and heard them. It would appear that one of the robbers was borne shoulder high by his fellows, and succeeded in prising a window open with a chisel. In forcing this open he knocked down a large tin can, which must have made considerable noise, but not sufficient to turn the three Chinese away from the booty which looted the shop. One of the men climbed through the window he had opened, and must have been in the shop sometime, for he appears to have examined the different brands in stock carefully, and taken away nothing but the best. His attention apparently was first bestowed on the cash drawer, and from there he extracted upwards of \$300. Then there are signs that he had been tampering with the safe which contained \$2000 at the time. The tools at his command however, fortunately for the proprietors, were insufficient to force this, and the robber then turned his attention in another direction. He selected the best amber cigar and cigarette holders he could find, also the best cigars and cigarettes, and passed a goodly supply of these out to his partners, with which the three made good their escape. Detectives were called into the shop early yesterday morning, but the only clue they could discover was an exceptionally large foot-print on a table on which the thief must have been standing; while outside the shop, scattered in one of the verandah pillars, was a small chisel. The Chinese who keeps the shop next door reported that he saw three natives standing outside the tobacco shop about 2 a.m., but he did not see them break into the shop, neither did he hear the noise made by the tin which fell. It is estimated that the robbers have got clear with goods and money to the value of \$500.

PUBLIC CHAIRS AND RICKSHAS.

The following stands for rickshas and chairs are added to the present list:—Central District: the centre of Chater Road east and west of Toe-hong Street, fifty yards in each direction. The centre of Connaught Road Central between Blake Pier and the Star Ferry Wharf. Eastern District: at the east side of the monument facing the Club House of the Royal Hongkong Golf Club, and at the left front of the Club House of the Royal Hongkong Golf Club.

We may take advantage of this announcement to voice the desire of many residents in the neighbourhood of Magazine Gap for a public chair stand. All the houses in the district are now tenanted, and the need of public chairs in the district is daily felt. It is a chair stand established at the top of the Gap it would doubtless tend to increase the attractiveness of the district as a residential quarter, and would certainly be appreciated by those who present reside there.

LOCAL SPORT.

LEAGUE CRICKET.

HONGKONG CLUB "A" TEAM.

This match was played on the Hongkong Club ground on Saturday, and ended in a drawn game. The Civil Service batted first and declared their innings closed with the score at 175 runs for 2 wickets. At the drawing of stumps the Hongkong Club had scored 136 for 8 wickets.

CIVIL SERVICE C.C.
B. Witherell, c. Wolf, b. Claxton 67
E. B. Rodd, b. Fowler 45
E. O. Hatchison, not out 45
Extras 4

Total for 2 wickets 175

Innings declared closed.

F. T. Lambie, A. E. Raven, H. T. Jackson, L. E. Brett, A. Dawson, J. Mackay, R. E. Adams and A. Tucker did not bat.

BOWLING ANALYSIS.

	O.	M.	R.	W.
Mackenzie	5	0	10	0
Claxton	11	1	71	1
Logan	10	0	35	1
Fowler	2	0	11	0
Lockhart	4	1	17	0
Chalmers	4	0	20	0
Swan	2	1	7	0

Capt. Kriekenbeck, not out 63

W. J. Daniel, a. Mackay, b. Witherell 28

A. A. Claxton, b. Rodd 18

R. E. Adams, b. Brett 18

A. Mackenzie, not out 2

Extras 4

Total for 3 wickets 136

Stewart Lockhart, S. S. Logan, C. H. Chalmers, W. F. P. Swan, H. H. Taylor and P. R. Wolfe did not bat.

BOWLING ANALYSIS.

	O.	M.	R.	W.
Witherell	9	0	41	1
Brett	11	3	22	1
Rodd	5	0	14	1
Kriekenbeck	7	1	24	1
Jackman	3	0	11	—

CHANGING OVER U. KOWLOON.

This League Match was played on Saturday, last at the Happy Valley and resulted in a win for the home team by 2 wickets and 2 runs.

Scores and analysis are as follows:—

KOWLOON.

W. Dixon, b. Pestonji	14
S. Lightfoot, c. Kinnaird, b. Brown	16
J. H. Mead, b. Lamont	11
H. Macdonald, c. Dr. Kew, b. Brown	6
J. P. Robinson, b. Pestonji	18
F. O. Day, run out	0
S. E. Green, run out	0
H. Harrop, c. Irving, b. Lamont	1
H. Gilman, c. Stewart, b. Pestonji	1
D. J. Macdonald, not out	3
C. E. Libaud, c. Lamont, b. Pestonji	2
Sundries	9

Total for 8 wickets 99

BOWLING ANALYSIS.

	O.	M.	R.	W.
A. O. Brown	14	1	47	4
R. Pestonji	13	3	28	2
L. E. Lamont	8	2	28	2

CHANGING OVER.

J. D. Kinnaird, c. H. Dixon	5
F. O. Day, run out	8
R. Pestonji, c. Day, b. Dixon	21
G. Evans, c. Tillman, b. Dixon	9
E. Irving, c. Macdonald, b. Dixon	7
M. E. A. Brown, c. Tillman, b. Dixon	14
R. Bann, b. Macdonald	14
A. O. Brown, b. Day	16
L. A. Rose, not out	10
L. E. Lamont, not out	11
J. W. Stewart, did not bat	—
Sundries	5

Total for 8 wickets 99

BOWLING ANALYSIS.

	O.	M.	R.	W.
W. Dixon	14	1	47	4
R. Pestonji	13	3	28	2
E. O. Day	8	2	28	2

FOOTBALL.

H.K.F.C. v. H.M.S. "KING ALFRED."

An interesting game was played on the ground of the Hongkong Football Club at Happy Valley on Saturday between teams representing the Club and H.M.S. "King Alfred," the result being a win for the civilians by four goals to one. The players were:—

H.K.F.C. Kew, Ancoit, Garrett, Hall, Humphreys, Gregory, Williams, Weston, Eager, Turner and Wishart.

"King Alfred" Tugwell, Cooper, Sandon, Wright, Cameron, Kinn, Evans, Steel Fleming, Hart and Colquhoun.

The Club's first attack was cleared by Tugwell, who passed to Colquhoun, and the latter making a smart run along the left wing put in a centre. Fleming took the shot, which was returned by Kew. A struggle followed before the Club's net, another opportunity at length opening for Fleming, and this time he made no mistake. The Navy forwards played a fast, combined game; in fact, they made it too hot to last, and the Club quite got away. Smart play followed before the sailors' stronghold until eventually Wishart sent in a fast low shot and brought the scores level. Later, when the Club were again pressing the sailors, Turner got home with a pretty cross kick.

Half-time: H.K.F.C., 2; "King Alfred," 1.

The Club had things their own way in the second half, notwithstanding the brilliant defence of the sailors. The excellent passing and speed of the civilian forwards was too much for the "King Alfred" quintette, who made the running in the first half and showed a considerable fatigue in the second, whereas the Club men were to all appearances still fresh. In the latter stages of the game the light was falling, but Williams netted two goals for his side before the whistle sounded.

Final: H.K.F.C., 4; "King Alfred," 1.

Y.M.C.A. v. H.M.S. "ASTREA."

Another match took place between the Y.M.C.A. and a team from H.M.S. "Astrea," the teams being composed of:—

Y.M.C.A.: M. Arthur, Haynes, M. Cullin, Welb, Barlow, Collins, Weaver, Coates, Hamilton, Forbes, Greenhalgh. Mr. Griffiths acted as referee.

"Astrea": Henderson, Walker, Bruce, Pegg, Allen, Bright, Thomson, Barton, Price, Singleton and Murray.

Play in this match was willing, and although the Y.M.C.A. team was not at its full strength, still it was composed of some of its best players, and they showed the fine form and play which last year made the Association's team famous, and augured well for coming events. The sailors showed an excellent combination and put up a good fight, scoring a win by two goals to one. Singleton and Price netted for the "Astrea," while the Y.M.C.A. goal was netted by Hamilton.

Final: H.M.S. "Astrea," 2; Y.M.C.A., 1.

YACHTING.

ROYAL HONGKONG YACHT CLUB.

Seven cruizers started in the race called yesterday on a course round a rock near Lantau Island. There was a fair breeze and the cruizers got a good start, the order of the first three being:—

La Cigale	1
Ship	2
Australian	3

HONGKONG CORINTHIAN YACHT CLUB.

This club started its racing season with every prospect of keen racing and a successful year. There were nine starters in the one-design class, six in the handicap class, and five in the motor boat section.

ONE DESIGN CLASS.

1 Astoria Messrs. Rodgers & Witherell	1.49.0
2 Ariel	1.50.25
3 Ibis	1.50.25
4 Joan	1.51.44
5 Gael	1.58.13
6 Fay	1.58.29
7 Spray	1.58.31
8 Nina	1.58.21
9 Meta	2.0.34

There was a good breeze at the start, and "Gael" rounded the first mark with a good lead followed by "Fay" and "Ariel." The wind then became very sticky with patches of calm, and by the time the beacon was reached "Joan" had established a lead with "Spray" in second position and "Ariel" third. On the run to Meyers East Buoy the leaders got becalmed and "Astoria" getting a few light airs took premier position which she held to the finish.

HANDICAP CLASS.

1 Doreen	Mr. Melvin	2.0.25
2 Dorothy	Mr. McCorquodale	2.4.06
3 Carous	Mr. Withers	2.6.4
4 Tremona	Mr. Saunders	2.7.32
5 Eva	Mr. Summers	2.7.37
6 Iris	Mr. Irving	D. N. F.

"Doreen" led at the start, with "Eva" close up and "Dorothy" in third position. This order was maintained to Kowloon Rock. On the beat to the beacon the wind dropped and the boats kept running into patches of calm, but "Doreen" still kept her lead at the latter mark and rounded first, followed by "Dorothy" and "Eva." On the run to Meyers East Buoy "Eva" overhauled "Dorothy" and secured second position, but "Dorothy" again regained her position on the beat back to Kowloon Rocks, which was rounded in the following order:—"Doreen," "Dorothy," "Eva," "Tremona," "Carous" and "Iris." During the run to North Fairway Buoy, "Doreen" and "Dorothy" still increased their lead and "Carous" passed "Tremona" and "Eva." This order was kept until the finish, although the rear-most boats closed in a little on the leaders.

MOTOR BOAT SECTION.

1 Nellie	Mr. Lyons	—
2 Bridgeport	Mr. Kew	—
3 Vital Spark	Mr. Harvie	—
Daisy	Mr. Irving	—
Meta II.	Mr. McKirdy	—

There were five boats at the starting line, but Mr. McKirdy decided not to run "Meta II." "Nellie" was first over the line followed by "Bridgeport," "Daisy" being third and "Vital Spark" last. At Leyman beacon "Bridgeport" led by 44 minutes but on the run home her carburetor got choked and she lost some time in getting things put right, finishing second to "Nellie" with "Vital Spark" third. "Daisy" did not finish.

CORRESPONDENCE.

[TO THE EDITOR OF THE "HONGKONG DAILY PRESS"]

INTERPRET CRIKET AND LAWN TENNIS.

On behalf of the Committee of the Hongkong Cricket Club, I have much pleasure in publicly expressing their appreciation of the patronage and support conceded by His Excellency the Governor and Lady Lugard by their presence at the matches.

The best thanks of the Club are also due to those gentlemen who kindly provided house accommodation for the Members of the visiting Shanghai Team, and to the Guarantors who so liberally contributed the wherewithal necessary to meet the extra expense incurred by the Club in providing suitable accommodation for the spectators and the entertainments following on the games.

I have also to acknowledge the kindness of the Admiral and Officers of H.M.S. "King Alfred," and the Colonels and Officers of the following Regiments viz:—11th Infantry (The Mooltan), 8th Battalion Middlesex Regiment and 12th Baluchis (Duke of Connaught's Own) in lending their Bands to provide music on the ground during the afternoon on which play took place.

The members of the Hongkong Team have had their own reward by winning the Cricket Match but none the less they deserve an expression of thanks for bringing back the Cricket supremacy to the Colony.

And lastly it gives me much pleasure in placing on record the hard work of Mr. J. Baelon, Lt. F. W. Isaacson, R.N., and our energetic Secretary Mr. A. R. Lowe, the two former in connection with the very effective illuminations on the night of the F.C.C. and the latter for the admirable arrangements which resulted in the 1907 Cricket Week being the successful public function it has admittedly been.

I am, dear Sir, Yours etc.

F. MAITLAND.

President, Hongkong Cricket Club.

Most of us at times, when we are in quest of information on some matter, feel helplessly at sea, not only because the subject is quite unfamiliar, but because we do not know how to get at it. For nearly every subject there exists some book of reference, and if we could only consult it our way would be plain. But to find this book is as difficult as to find what is known of the subject in which we are interested. That difficulty is now removed by a work which Sir Isaac Pitman & Sons, Ltd., send us with the suggestive title of "Where to Look." Suppose we are seeking information about "Species" or the "Trunk Act," or "The density of water at various ports," we look them out in an alphabetical list, and are referred to the "British Trade Year Book," "Havell's Annual," and Lloyd's Calendar, respectively. The usefulness of such a book is obvious.

EVOLUTION OF HONGKONG.

[Written for the Hongkong Daily Press.]

(Continued from last Monday)

IX.

Sir Henry Pottinger, who had learned his "business" in India during the stirring times of the early nineteenth century, when the East India Company was busy settling and bringing under administration its conquests of the previous century was a man of different character from Elliot, and had the enormous advantage over him of knowing his own mind. On the 11th October Chenhai was taken and the country round Ningbo without difficulty, and almost without opposition, occupied and held during the winter of 1841-42; and it is noteworthy as indicating the earnestness which the Chinese army of the day, especially the Manchow portion of it, threw into the struggle, that nearly all the fatalities, which the British army did its best to minimize, were caused by the direct action of the Chinese troops themselves, who refused to surrender, and got drowned or otherwise killed in hopeless fight, or actually committed suicide.

During the winter and succeeding spring the forces of the expedition were largely reinforced and Sir Henry Pottinger found himself strong enough to take Shanghai and the Tartar garrison at Chapi; after which he ascended the Yangtze. Here after the capture of the Tartar garrison at Chien-ling he blockaded the Imperial Canal, then the only available and certain means of communication between South and North. This act on the part of the British forces commenced to bring China at last to her senses, and negotiations for a regular peace with the belated sanction of the Emperor were commenced. Still but little progress was made, the envoys endeavouring to protract the preliminaries, which were only in the end brought to an issue by Pottinger's threat to take Nanking, then the second city in the Empire. This was effective in converting the Emperor, who was hesitating to feel his throne quivering, and was ready to accept any terms, with the resolve that as soon as the terrible English Fleet had gone away, he would have a gay time of revenge. Personally Tao-kuang was an able man than his predecessor, but the dynasty had fallen on decadent days, and the Emperor, never venturing out of the immediate surroundings of Peking—at most going in a close litter surrounded by guards to his park at Jehol, knew nothing from his own observation of the condition of the Empire at large, and was entirely dependent on the immediate palace attendants; whose interest lay naturally in misrepresenting everything in their own interests.

The treaty was signed at last, the Emperor's full authority to all the terms having arrived a few days previously, on the 29th August 1842, and curiously though an unbidden guest, the signature was witnessed by the French Captain Caille, commanding the frigate "Erigone," who had come all the way up from Woosung on board a Chinese junk manned by his own crew, to be present at the ceremony. His visit at the time was not altogether welcome, but in view of the fact that the treaty was made in no selfish or exclusive spirit, but that all were to be welcome, whenever they came, the presence of the French representative was a good augury for the future.

So ended the first act of our story. We had now an acknowledged position in China, China had been taught a lesson, a severe one, as to the political geography of the world, and had learned from unpleasant experience that there was another part of that world actually more powerful than herself; where there were other peoples, and other potentates who did not recognise the authority of the Hwangti, as the sole ruler under Heaven. We also had been taught a lesson, and a very plain one, as to the folly of permitting ourselves to be relegated to a false and inferior position, and that as we appraised our own honour and dignity, so would it be assessed by an Asiatic Power, who had at the time no other means of information as to the relative station and power of the various nations of the world. Not alone, our statesmen should have recognised, were we in this concerned for ourselves but even more in China's interest was it that the lesson should be brought home, so that she should be spared the subsequent humiliation of having to relearn the lesson.

Unfortunately, for China as well as England, Sir Henry Pottinger, notwithstanding his Indian experience had failed to thoroughly comprehend this very essential part of the programme. There is very little reason to doubt that the high Chinese officials were quite prepared at the outset to accept the enforced position, and carry out their share of the treaty without demur. An opportunity indeed very soon offered. On the return of the expedition a stay of some duration was made at Hongkong, now converted into a regular colony, and naturally there were many visitors at Canton in the December following the conclusion of the treaty; some parties went into the suburbs of the city, and some little scandal seemed to have been caused by the presence amongst them of three or four ladies. The circumstance was trivial, and probably with the exercise of a little common sense on both sides, would have ended as soon as begun.

But certain mischief makers amongst the Chinese literates commenced to stir up the lower orders, and the walls were pestered with inflammatory notices before evening. The end was a riot; some of the houses were burnt, though no lives were lost. Sir Henry Pottinger was at Hongkong, but sent up Mr. Mathurst with a letter to the Viceroy. Instead of delivering it in person at the Yamen, and arranging with him for the future preservation of the peace, the old bargaining as to who should be the intermediary was permitted to be revived, and it was decided to send the letter through

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the Chi Fu. Then commenced a struggle, the Chi Fu schemed on one pretence or other to have it sent to his residence. One Senior British Officer would only have it delivered to him on board a British man of war; but more the Hong merchants were allowed to take part in the ceremony; while instead of banking up his people for what certainly was not their fault, Sir Henry Pottinger seems to have lost his temper, and complained openly of the merchants having brought the trouble on themselves, through seeking to evade payment of the regular dues. It was unfortunately the case that certain irregularities had occurred, but the Chinese officials were as much to blame as the British; and in any case the irregularities had nothing to do with the riot, and the Viceroy had made no attempt to connect the two. It was the first time the blunder had been committed; but it unfortunately was by no means the last; and the Canton Viceroy, and his advisers took the hint, and it required another capture of Canton, and another war with China before things were finally straightened out. With regard to the spirit with which England entered into the new treaty it is sufficient to refer to the supplementary treaty entered into after the ratification of the original for the purpose of defining the details of the trade. In Article VIII express provision is made for "all foreign countries whose subjects of citizens have hitherto traded at Canton, being admitted to the five ports named in Article I on the same terms as England." Equally noteworthy are the terms under which thecession of Hongkong as a colony is described by Sir Henry Pottinger, as a sort of bonded warehouse in which merchants might deposit their goods in safety till it should suit their purpose to sell them to Chinese dealers or forward them to one or other of the ports opened by treaty; and that under the circumstances it had become a matter of direct negotiation with the Chinese Commissioners appointed to draw up details and trading regulations that no duties of any kind were to be levied in the Colony.

(To be continued next Monday.)

MARINE MOTORS IN JAPAN.

Mr. H. O. Bonar, his Majesty's Consul at Kobe, reports that a growing industry has sprung up there in marine motors. The number of boats (sea-going) using marine motors of Japanese make is fast increasing, and there would seem to be an excellent opening if British manufacturers would give the matter their attention. For some time past a very large number of Osaka motor boats have been using petrol motors, of which the first samples came in safety till it should suit their purpose to sell them to Chinese dealers or forward them to one or other of the ports opened by treaty; and that under the circumstances it had become a matter of direct negotiation with the Chinese Commissioners appointed to draw up details and trading regulations that no duties of any kind were to be levied in the Colony.

The foreign manufacturer should remember, however, that by manufacturing at the spot he will save 50 per cent. Import duty on the motor as a whole or any part thereof which would otherwise be imported into Japan. Wages, labour, and some other conditions probably are more favourable in that country, and above all his expert knowledge and inventiveness should enable the foreign manufacturer, to do well in this line. Motors of Japanese make, as described above, are adds the Consul, being increasingly used by small passenger craft for short distances by sea (say 50 feet long, using a 20 horse-power motor, speed about seven to nine miles). They have also found much employment in small foreign shape craft (i.e. not junk form), carrying a certain amount of sail, being about 45 ft. to 60 ft. long, 12 ft. beam, and using, say, a 15 to 20 horse-power motor, such as now ply between the city of Osaka and the Korean coast (some 200 to 300 miles distant); and also between Osaka and fishing ports on the Inland Sea, carrying live fish in tanks which take up most of the space in the vessel. This is a remunerative trade. It would be impossible to state the number of schooners of foreign build with which the Inland Sea is alive, for which motor such as described, used as an auxiliary means of propulsion, would be most useful to enable them to navigate at all states of the tide, which rushes through the Inland Sea and causes them to be hung up for hours and days when the wind is unfavourable. The Consul has convinced himself by personal experience that the motors made in Japan answer this purpose very well. They are, however, roughly made. On the other hand, there is no delicate machinery to get out of gear. They are also very heavy, a 12 horse-power motor weighing 5,000 to 2,500 lb., whereas an American motor of the same horse-power would be only about half that weight. The weight is, however, not a drawback. Gasoline motors will not find favour in Japan. Not only are they more dangerous, but they are unsuitable for commercial purposes, as gasoline is very dear, and can be obtained only in the important towns or ports.

JAPAN TRADE IN 1907.

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Hongkong, 13th November, 1907. [38-2]

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SUBSIDIZED CAPITAL.....2,750,000
PAID-UP CAPITAL.....867,600 0 0
II. FUND FUNDS.....3,386,720 19 8
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or sale produced from the above Collieries.
T. MATSUKI, Manager, Hongkong.
8141 No. 2, Pedder Street.

SCIENTIFIC MISCELLANY.

SCIENTIFIC PLANT FOKING—ANOTHER USE-
FUL TREE—RUSSIAN PEAT-COKE—A NEW
DISPOSAL OF CITY REFUSE—GRASS THAT
GROWS ON SAND—WART CONTAGION—
CHEMISTRY OF THE NOSE—THE TELEPHONE
AND THE HEARING.

The best natural conditions for plant growth
are being artificially supplied in one of the
green houses of the British Royal Botanic
Gardens and a practical method for quicken-
ing the production of fruit and flowers
is expected to result. On cloudy days an
artificial sun, in the form of a water-surround-
ed lamp automatically moved along a tramway,
sends light in the natural way to every part of
the plants. Earthenware pipes from the engine
diffuse a carefully regulated supply of moist
air charged with carbonic acid, iron pipes dis-
tribute heat to keep up the best temperature,
and an electrostatic machine stimulates the
soil to convert insoluble into soluble nitrates
and arouses the roots to the highest degree of
activity.

In the search for new plants of utility,
attention has been drawn to the karite tree of
French West Africa and the adjacent territory
to the eastward. This is not a forest tree, but
grows in open spaces and in gardens. Its fruit
is edible. The hard-shelled seeds contain a
fatty substance used by the natives as butter,
and it is suggested that this substance should
be valuable for other purposes. The gum—not
like rubber—into which the sap coagulates is
another article of possible commercial value.

A hard coke, with about the heating value of
coal, and a half formed coke, soft and burning
freely, are made by distilling peat at Bolkino,
Russia, 25 or 30 tons each being produced daily
by eight furnaces. Having little sulphur, the
fuels have an advantage for iron-making. The
gases distilled off are burned in the furnaces,
and the tar and ammoniacal by-products are
valuable.

The "lighting dust manipulator" now being
made experimentally in London is designed to
give a method of disposing of house refuse
more satisfactory than that of burning. The
machine disintegrates and pulverizes the he-
terogeneous mass of vegetable waste, cinders,
broken glass, paper and other matter, and mixes
it with fine loam, the product being a black
mold that forms a highly fertilizing manure;
quite odorless and unobjectionable to eye or
nostril and in no way injurious to health.
Four special steel swing hammers, each weigh-
ing over fifty pounds, are an essential feature
of the machine. These revolve in a small
compartment 1250 times per minute, the
material dumped into the hoppers being pound-
ed with 5000 heavy blows each minute, and
everything is crushed and pulverized except
such materials as pieces of steel or wrought
iron, which are automatically thrown out by a
special contrivance. While the machine from
two electrically-driven manipulators at South-
wark do not yet pay the expense, it is believed
that expense will make this convenient system
of waste removal self-supporting or nearly so.

On King Island, formerly a barren sand heap
rising above the sea between Tasmania and
Australia, accident has given a suggestive lesson
in use of certain grasses for reclaiming arid
wastes. A few years ago a shipwreck cast on
shore some mattresses stuffed with yellow-
flowered clover and a few seeds took root,
causing a large area to become since covered
with rich verdure. The power of clover and
other leguminous plants to fertilize poor soil,
through their nitrogen-absorbing bacteria, is
well known.

Late experiments have suggested that warts
are due either to an ultramicroscopic germ or a
soluble toxin. Healthy tissue inoculated with
blood from a wart has developed a growth of new
warts. No cultures have been obtained.

Hay fever varies in different individuals,
according to late researches by Dr. D. B. Kyle,
and has more than one cause. In at least sixty
per cent of his cases, the irritation has been due
to chemical alteration of the secretions of the
lining membrane of the nasal passages. He
finds that (1) non-irritating secretions may
become irritating on coming to the surface, (2)
secretions may be irritating without change,
and (3) the secretion may be made irritating by
contact with some extraneous substance. The
variations give rag-weed fever, rose cold, etc.
Nasal obstruction or lowered vitality may
increase the trouble. Treatment depends upon
whether the condition is acid, alkaline or inert,
or neutral, or whether it is due to ammonium
salt, the sodium salt, or potassium salt, or to
ampho-cyanides, lactic acid or oxalic acid. An
abundance of water is used. There is no local
application, but chemicals are added to the
water to make the local irritant inert, and
elimination is sought by stimulating the action
of intestines, liver, and skin. In the forty per
cent of cases not cured, the irritant has not
been discovered.

Not less than 371 telephone girls have been
examined by Prof. de Blegvad, of Copenhagen,
who concludes that the long use of the telephone
does not injure the normal ear, but that, on the
contrary, it sometimes makes the hearing more
acute. Expert advice should be sought how-
ever, before adopting telephony as a calling.
Persons inclined to nervous trouble or conges-
tion of the blood, or who have headaches, may
be harmed, and should not try telephone work.

The greatest known depth at which any green
plant grows in fresh water is reached by a moss
called *Thamnum leiopus*, which has been lately
discovered by Prof. F. A. Forel 200 feet below
the surface of the Lake of Geneva.

How to be BEAUTIFUL—Keep your com-
plexion, Mrs. Elliott's Cream, Charante, Exit
Charmant and Special Skin Tonic and Poudre
Charmant will enable you to do it. Her
Specialties for the Skin are the study of a
lifetime. A. S. Watson & Co., Ltd., Sole Agents
814

SHARE REPORT.

Messrs. Erich Georg & Co. say in their weekly
share report, dated November, 23rd 1907—
Business during the week under review has been
very slack, and but few small transactions have
been put through. The sterling demand rate
of exchange on London closes at 2s. 3d., while
rates on Shanghai are 1s. 7d. for a Bank T/L,
and 1s. 7d. for a three days sight Private
Bill. Baslester in London is quoted 28 1/2, and
Canton 28 1/2.

BAIRN SHARES.—No Business has been re-
ported. Hongkong and Shanghai are steady
at \$80 for old, and \$85 for new shares; the
London rates are 27s and 27 1/2 respectively.
Nationals are unchanged.

MARINE INSURANCE SHARES.—Unions,
after a forced sale of a small odd lot \$76 1/2,
have been done just now at \$74, and China Traders
have buyers at \$60. North China sold at 1s. 7d.,
but the rate has gone up since to buyers at
1s. 8d. 1/2. Tangtze is on offer at \$160, and
Canton at \$250.

FINES INSURANCE SHARES.—Hongkong
have been done at \$320, closing steady. China
sold at \$38 and have further inquiries.
SHIPPING SHARES.—Hongkong, Canton and
Maosoo changed hands at \$3 1/2 and \$30, closing
with buyers at the lower rate. Indo-China are
on offer at \$63 (\$4) for preferred and \$28 for a
deferred share. Shanghai quoting sellers at
1s. 5d., while the London rates are 2s. 3d. 1/2,
and 2s. 3d. 1/2, respectively. China and
Maosoo sold in a small way at \$15 and more
shares are wanted. A few Dongfuss can be
placed at \$38. Star Ferries are in request at
\$21 for old, and 11 for new shares. Shell
Transports have buyers at 40s, the London rate
has gone back to 39s. 6d. sellers. Union
Waterboats are on offer at \$11.

REFINERIES.—A few China Sugars changed
owners at \$100, but more are to be had at this
rate. Lazos are quite neglected at \$14, but at
\$10 buyers may be found.

MINING SHARES.—Charbonnages are un-
changed. Ranch are quiet, but steady at \$8 1/2.
Chinese Engineering and Mining Company's
shares can be placed at 1s. 14d.

DOCKS, WHARVES, GODOWNS, &c.—Hong-
kong and Whampoa Docks have sellers at \$95,
and probable small buyers at \$98. Fenwicks
have fallen to sellers at \$15, and New Amoy
Docks to \$10. Shanghai Docks sold locally at
1s. 1, at which figure Shanghai is buying.
Hongkong and Kowloon Wharves are obtain-
able at \$67, while Shanghai and Hongkong
Wharves have sales and buyers in the north
at 1s. 20d.

LANDS, HOTELS AND BUILDINGS.—Hong-
kong Land Investment and Agency Co's shares
are for sale at \$95, after small sales at \$91
and \$93. Humphreys' Estates have sales and buyers
at \$105, Shanghai Lands are quoted 1s. 10d. in
the north. Other stocks under this heading
unchanged and without sales.

COTTON MILLS.—Shanghai quotations are:
Ewos sellers 1s. 5d., Internationale buyers at
1s. 5d., Laou Kang Mow 1s. 5d. and Soychoos
1s. 5d.

SUGAR MANUFACTURING COMPANIES.—
Without transactions and prolonged in rates.
MISCELLANEOUS.—Campbell, Moore & Co.'s
are on offer at \$14. China-Borneo sold at \$105,
and have buyers at \$105. China Providents are
obtainable at \$91. Peak Tramways, old, have
improved to \$125 buyers, while the new issue
remains at \$2 buyers. Langkats, after rising to
1s. 34d., and falling to 1s. 33d. are quoted
1s. 33d.; a fourth and final dividend of 7s. 7d.
per share, and a bonus of 1s. 2d. per share for
the year ended 31st October, 1907, has been
declared, (making in all 1s. 32d. per share for
the whole year), and payable on 15th proximo.
Transfer books closing from 8th to 16th proximo.
Watsons are for sale at \$1070 per share ex the
interim dividend of 30 cents per share, paid on
21st instant. Other stock under this heading
unchanged and without transactions.

PAWN-SHOPS AND THUMB- IMPRESSIONS.

On the suggestion of Colonel Cronin, Com-
missioner of Tenasserim Division, the Mainland
Municipal Committee on June 29 last decided
that all pawn-brokers should record in their
registers the right-thumb impression of the
person pledging each article.

The system has been in force in Bangkok for
some time having been suggested there by
Mr. Jardine, and it has worked admirably,
greatly assisting the police in the detection of
criminals. In all 1s. 32d. per share for the
whole year, and payable on 15th proximo.
Transfer books closing from 8th to 16th proximo.
Watsons are for sale at \$1070 per share ex the
interim dividend of 30 cents per share, paid on
21st instant. Other stock under this heading
unchanged and without transactions.

The Deputy Inspector General of Police for
Railways has proposed a similar arrangement in
connection with the Mandala pawn-shops, and
the Commissioner has been asked his opinion on
the subject by the Local Government.

W. WHITELEY, LTD.
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IN THE WORLD.**
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General Illustrated Catalogue (300 pages), of
any Departmental List sent free to household
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PRIVATE RESIDENTS AT THE OUTPOSTS.
A Comprehensive and Complete Record
of the
NEWS OF THE FAR EAST
is given in the

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PRESS.**
with which is incorporated
THE CHINA OVERLAND TRADING REPORT,
Subscription, paid in advance, \$12 per annum
Postage \$2 to any part of the World

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The Universal Remedy for Acidity of the
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Safest and most
Effective Aperient
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Regular Use.

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MAGNESIA**

**BENGER'S
FOOD**
Benger's Food, prepared with
fresh new milk, is all food.
It is distinguished from others by the ease with which
it can be digested and absorbed. It can be served
prepared to suit the exact physical condition of the
person for whom it is intended.
Benger's Food is for infants, invalids, and all whose digestive
powers have become weakened through illness or advancing age.
Benger's Food is sold in tins by Chemists, etc., everywhere.

"In flavour it is perfect."
"Pure and well prepared."
British Medical Journal.

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Houten's**

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for high quality, delicious flavour,
and economy in use.

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OLD VAT**

PER CASE
\$14

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OF GREENOCK AND HAS BEEN SUCCESSFULLY IMITATED

SCOTCH WHISKY.
SOLE AGENTS IN
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SARSAPARILLA**

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mended for the
last 40 years for
lymphatic diseases,
eruptions, boils,
and all disorders
of the skin.
GRIMAUDT & CO.
Paris

ON SALE.
BOUND VOLUMES of the HONGKONG
WEEKLY PRESS, January to June
1907. With INDEX. Price \$7.50.
On sale at the "HONGKONG DAILY PRESS"
Office.
Hongkong, 26th July 1907.

HIS BRITANNIC MAJESTY'S SHIPS. IN THE CHINA SQUADRON.

Alacrity, despatch-boat, 700 tons, 10 guns,
3 60 h.p., Comdr. E. La T. Latham,
Canton.

Astraea, 2nd class cruiser, 4360 tons, 10 guns,
7400 h.p., Capt. G. L. Vaughan-Lee
Hongkong.

Bedford, British cruiser, Capt. S. E. Erskine,
H.N. Hongkong.

Brantley, gun boat, 710 tons, 90 h.p., Lieut.
Comdr. G. W. Davidson, Shanghai.

Britannia, gunboat, 710 tons, 90 h.p., Lieut.
Comdr. W. L. Bamber, Shanghai.

Cadmus, British sloop, 1070 tons, Comdr. B. L.
Maj-indie, Hongkong.

Clio, British ship, 1070 tons, Comdr. C. D.
S. Ralke, Hongkong.

Fame, torpedo-boat destroyer, 310 tons, 6
guns, 570 h.p., Lieut. Comdr. G. Grosser,
Hongkong.

Flora, 2nd class cruiser, 4360 tons, 10 guns,
7400 h.p., Capt. Roland Nugent, Shanghai.

Handy, torpedo-boat destroyer, 295 tons, 6 guns,
490 h.p., Lieut. Comdr. W. H. D. Wall,
Hongkong.

Hart, torpedo-boat destroyer, 295 tons, 6 guns,
490 h.p., Lieut. Comdr. G. C. Dickens,
Canton.

Jaune, torpedo-boat destroyer, 320 tons, 6 guns,
3900 h.p., Lieut. Comdr. C. A. F. Esmond,
Hongkong.

Kent, armoured, 980 tons, 14 guns, 2200
h.p., Capt. G. C. A. Marescaux, cruising.

King Alfred, British cruiser, Flag ship of
Admiral Sir Arthur W. Moore, Commander
in Chief, 14100 tons, Capt. Cecil F. Thau-
by, Hongkong.

Kinsale, river gunboat, 616 tons, Lieut. Comdr.
Sidney H. Feenys, Yangtze.

Menamouth, cruiser, 980 tons, Capt. J. A.
Tate, Hongkong.

Moorhen, river gunboat, 180 tons, 2 guns,
Lieut. Comdr. Vaughan, West River.

Nightingale, river gunboat, 85 tons, 240 h.p.,
Lieut. Comdr. R. S. P. ...

Outer, torpedo-boat destroyer, 285 tons, 6 guns,
630 h.p., Lieut. Comdr. Kiddie, Hongkong.

Robin, river gunboat, 85 tons, 2 guns, 240
h.p., Lieut. Comdr. Walcott, West River.

Sandpiper, river gunboat, 85 tons, 2 guns, 240
h.p., Lieut. Comdr. H. R. Tinkell, West
River.

Skip, river gunboat, 85 tons, 2 guns, 240 h.p.,
Lieut. Comdr. Alan Dixon, Yangtze.

Taku, torpedo boat destroyer, Bon, Strath
Hongkong.

Tamar, receiving ship, 4600 tons, 6 guns,
Commodore Stokes, Hongkong.

Teal, river gunboat, 180 tons, 2 guns, Lieut.
Comdr. H. R. Godfrey, Yangtze.

Thistle, gunboat, 710 tons, 80 h.p., Lieut.
Comdr. West, Shanghai.

Virago, torpedo-boat destroyer, 385 tons, 6 guns,
6300 h.p., Lieut. Comdr. Stevenson,
Hongkong.

Waterwitch, surveying ship, 620 tons 450 h.p.
Comdr. R. W. Glennie, Rias Bay.

Whiting, torpedo-boat destroyer, 360 tons, 5
guns, 5500 h.p., Lieut. Comdr. H. B. Cox,
Hongkong.

Widgeon, gunboat, 195 tons, 2 guns, 800 h.p.,
Lieut. Comdr. John F. Knox, Yangtze.

PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

FOR	STEAMERS	TO SAIL	REMARKS
SHANGHAI	DELTA	About 29th Nov.	Freight and Passage.
LONDON VIA USUAL PORTS	DEVANHA	Noon, 30th Nov.	See Special Advertisement.
SHANGHAI, MOJI, KOBE	PESHAWUR	About 1st Dec.	Freight only.
LONDON and ANTWERP	NORE	About 4th Dec.	Freight and Passage.
SHANGHAI, MOJI, KOBE, NILE	Nov.	About 8th Dec.	Freight only.

For further Particulars, apply to

E. A. HEWETT,
Superintendent.

Hongkong, 25th November, 1907.

CHINA NAVIGATION CO., LIMITED.

FOR	STEAMERS	TO SAIL
HONGKONG and HAIPHONG	"HUPEH"	On 26th Nov., 4 P.M.
SWATOW and SHANGHAI	"KIUKIANG"	On 27th Nov., 4 P.M.
MANILA	"TAMING"	On 27th Nov., 4 P.M.
KOBE	"TSINAN"	On 27th Nov., 4 P.M.
CEBU and ILOILO	"KALFONG"	On 28th Nov., 4 P.M.
NINGPO and SHANGHAI	"HUNAN"	On 29th Nov., 4 P.M.
SWATOW and SHANGHAI	"SHAOHSING"	On 4th Dec., 4 P.M.
MANILA ZAMBOANGA, PORT DARWIN, THURSDAY ISLAND, COOKTOWN, CAIRNS, TOWNSVILLE, BRISBANE, SYDNEY, HOBART, LAUNCESTON, NEW ZEALAND, MELBOURNE, ADELAIDE, and PERTH	"CHANGSHA"	On 4th Dec., 4 P.M.

The attention of Passengers is directed to the superior accommodation offered by these steamers, which are fitted throughout with Electric Light. Unrivalled Table. A duly qualified Surgeon is carried.

Taking Cargo on through bills of lading to all Yangtze and Northern China Ports.

Taking Cargo and Passengers at through rates for all New Zealand Ports and other Australian Ports.

REDUCED SALOON FARES, SINGLE AND RETURN, TO MANILA AND AUSTRALIAN PORTS.

For Freight or Passage, apply to—

Hongkong, 25th November, 1907.

CANADIAN PACIFIC RAILWAY COMPANY'S ROYAL MAIL STEAMSHIP LINE.

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THE ONLY LINE THAT MAINTAINS A REGULAR SCHEDULE SERVICE OF UNDER 11 days Across the Pacific is the "EMPERESS LINE." Saving 5 to 10 days' Ocean Travel.

11 DAYS YOKOHAMA to VANCOUVER.

13 DAYS HONGKONG to VANCOUVER.

R.M.S.	Tons	LEAVE HONGKONG	ARRIVE VANCOUVER
"EMPERESS OF CHINA"	6,000	THURSDAY, 19th Dec.	6th Jan.
"EMPERESS OF INDIA"	6,000	THURSDAY, 16th Jan.	3rd Febr.
"EMPERESS OF JAPAN"	6,000	THURSDAY, 13th Febr.	31st March
"EMPERESS OF CHINA"	6,000	THURSDAY, 10th March	28th April
"EMPERESS OF INDIA"	6,000	THURSDAY, 7th April	25th May

"EMPERESS" Steamers will depart from HONGKONG at 4 P.M.

Intermediate Steamers at 12 Noon.

THE Quickest route to CANADA, UNITED STATES and EUROPE, calling at SHANGHAI, NAGASAKI (through the INLAND SEA OF JAPAN), KOBE, YOKOHAMA and VICTORIA, B.C. Connecting at VANCOUVER with a Special Mail Express, and at QUEBEC with the Co.'s NEW PALATIAL "EMPERESS" Steamships, 14,500 tons register. The through transit to LIVERPOOL being 22 days from YOKOHAMA and 23 days from HONGKONG.

Hongkong to London, 1st Class, via St. Lawrence River Lines or New York 27/1.10

Intermediate of Steamers, 240, 242.

First Class rates include cost of Meals and Berth in Sleeping Car while crossing the American Continent.

R.M.S. "MONTEAGLE," carry Intermediate passengers only, at Intermediate rates, affording superior accommodation for that class.

Passengers Booked through to all points and AROUND THE WORLD.

SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval Military, Diplomatic, and Civil Services, and to European Officials in the Service of China and Japan Governments.

For further information, Maps, Routes, Handbooks, Rates of Freight and Passage, apply to

D. W. CRADDOCK, General Traffic Agent for China,

Corner Pedder Street and Praya opposite Blake Pier.

NORDDEUTSCHER LLOYD. BREMEN. IMPERIAL GERMAN MAIL LINES.

FOR	STEAMERS	TO SAIL
SHANGHAI, NAGASAKI, KOBE	"PRINZ REGENT LUITPOLD"	About Sunday, 24th November.
YOKOHAMA		
NAPLES, GENOA, ALGIER, GIBRALTAR, SOUTHAMPTON, ANTWERP & HAMBURG	"PRINZESS ALICE"	Wed., 4th Dec., at N.O.
SHANGHAI, NAGASAKI, KOBE, and YOKOHAMA	"YORCK"	About Wed., 4th Dec.
MANILA, NEW GUINEA, BRISBANE, SYDNEY & MELBOURNE	"PRINZ SIGISMUND"	Thursday, 5th Dec., at 5 P.M.
KUDAT and SANDAKAN	"BORNEO"	Middle of December.
EUROPE VIA PORTS OF CALL	"SACHSEN"	About Wed., 25th December.

For further Particulars, apply to

NORDDEUTSCHER LLOYD,
MELCHERS & CO.,
GENERAL AGENTS, HONGKONG & CHINA.

Hongkong, 23rd November, 1907.

REGULAR HONGKONG-CANTON LINE OF STEAMERS.

OF THE COMPAGNIE FRANÇAISE DES INDÉS ET DE L'EXTREME ORIENT
S.S. "PAUL BEAT," 1,900 tons, 14 knots.
S.S. "CHARLES HARDOUN," 1,900 tons, 14 knots.
The speediest, most luxuriously appointed and punctual steamers on the line. Departure from Hongkong 9.30 P.M. (SUNDAYS excepted). Departure from Canton at 5.15 P.M. (SUNDAYS excepted).
These superb steamers, carrying the French Mail are fitted throughout with Electric Light and Fans and were specially built for this trade. Excellent cuisine. The Company's Wharf is at the end of Wing Lok Street (Tram Station). Canton Agents—Messrs. E. Pasquet & Co. For further particulars, please apply to—
HONGKONG, 27th September, 1907.

JAVA-CHINA-JAPAN LIJN

REGULAR THREE-WEEKLY SERVICE BETWEEN

JAVA, CHINA AND JAPAN.

STEAMER	FROM	EXPECTED ON OR ABOUT	WILL LEAVE FOR	ON OR ABOUT
TJILATJAP.	JAPAN	Second half of Nov.	JAVA PORTS	Second half of Nov.
TJIBODAS	JAPAN	Second half of Nov.	JAVA PORTS	Second half of Nov.
TJIKINI	JAVA	First half of Dec.	JAPAN	First half of Dec.
TJIPANAS	JAVA	First half of Dec.	JAVA PORTS	First half of Dec.
TJILLIWONG	JAPAN	Second half of Dec.	JAVA PORTS	Second half of Dec.
TJIMAH	JAPAN	First half of Jan.	JAVA PORTS	First half of Jan.

The Steamers are all fitted throughout with Electric Light and have accommodation for a limited number of Saloon Passengers, and will take Cargo to all Netherlands-Indian ports on through Bills of Lading.

For Particulars of Freight and Passage, apply to the

JAVA-CHINA-JAPAN LIJN.
Telephone No. 376.

York Buildings, 1st Floor.

Hongkong, 30th November, 1907.



OSAKA SHOSEN KAISHA.

REGULAR STEAMSHIP SERVICE BETWEEN HONGKONG, SOUTH CHINA COAST PORTS AND FORMOSA.

PROPOSED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

FOR	THE CO.'S S.S.	LEAVING
SHANGHAI VIA SWATOW, AMOY AND POOCHOW	"SOSHU MARU"	TUESDAY, 26th Nov., at 8 A.M.
ANPING VIA SWATOW AND AMOY	"FUKUSHU MARU"	WEDNESDAY, 27th Nov., at Daylight.

These Steamers have excellent accommodation for First and Second Class Passengers, and are fitted throughout with electric light. First-class Saloon Amidships. Unrivalled Table. Taking Cargo on through Bills of Lading to all Yangtze and Northern China Ports. For Freight, Passage, and further information, apply at the Company's local Branch Office.

Second Floor, No. 1, Queen's Buildings.

Hongkong, 23rd November, 1907.

T. ARIMA, Manager.

PASSENGER SEASON 1908.

IN 25 DAYS TO ITALY BY THE MAGNIFICENT N.D.L. LINERS:

"BUELOW"	8,000	ON MARCH 11TH.
"PRINZ LUDWIG"	9,630	ON MARCH 25TH.
"PRINZESS ALICE"	10,911	ON APRIL 8TH.

CALLING AT NAPLES; GENOA; GIBRALTAR AND SOUTHAMPTON TO LAND PASSENGERS.

Early booking recommended.

For Particulars, apply to—

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Hongkong, 19th August, 1907.

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Japan Office—

14, WATER STREET,

YOKOHAMA.

MEN-OF-WAR ON THE CHINA AND JAPAN STATION.	GERMAN.
Kaiser Franz Josef I, Austrian cruiser, 4,300 tons, 16 knots, 10 guns, 1,000 h.p.	Furst Bismarck, (flagship), 11,000 tons, 36 guns, 14,000 h.p., 10 knots, 10 guns, 1,000 h.p.
Prinz Ferdinand, Austrian cruiser, 4,300 tons, 16 knots, 10 guns, 1,000 h.p.	Prinzess Alice, 10,911 tons, 14 knots, 10 guns, 1,000 h.p.
Albatross, river gunboat, Lieut. Millet, Cochinchina.	Leipzig, cruiser, 3,000 tons, 10 guns, 1,000 h.p.
Argus, gunboat, 123 tons, guns, 500 h.p.	Leipzig, cruiser, 3,000 tons, 10 guns, 1,000 h.p.
Carondelet, gunboat, Lieut. Kerchoff, Saigon.	Leipzig, cruiser, 3,000 tons, 10 guns, 1,000 h.p.
Décidé, gunboat, 123 tons, guns, 500 h.p.	Leipzig, cruiser, 3,000 tons, 10 guns, 1,000 h.p.
D'Entrecasteaux, French cruiser, 3,000 tons, 10 guns, 1,000 h.p.	Leipzig, cruiser, 3,000 tons, 10 guns, 1,000 h.p.
Tracoon, Shanghai.	Leipzig, cruiser, 3,000 tons, 10 guns, 1,000 h.p.
Esturgeon, submarine, Saigon.	Leipzig, cruiser, 3,000 tons, 10 guns, 1,000 h.p.
Henri Riviere, gunboat, Lieut. Portier, Haiphong.	Leipzig, cruiser, 3,000 tons, 10 guns, 1,000 h.p.
Jacquin, river gunboat, Lieut. Le Corollis, Annam-Tonkin, reserve.	Leipzig, cruiser, 3,000 tons, 10 guns, 1,000 h.p.
Javeline, destroyer, 330 tons, 7 guns, 300 h.p.	Leipzig, cruiser, 3,000 tons, 10 guns, 1,000 h.p.
Lynx, submarine, Saigon.	Leipzig, cruiser, 3,000 tons, 10 guns, 1,000 h.p.
Kersaint, gunboat, 123 tons, guns, 500 h.p.	Leipzig, cruiser, 3,000 tons, 10 guns, 1,000 h.p.
Comdr. Simon, Saigon.	Leipzig, cruiser, 3,000 tons, 10 guns, 1,000 h.p.
Prota, submarine, Lieut. Glorioso, Saigon.	Leipzig, cruiser, 3,000 tons, 10 guns, 1,000 h.p.
Rapier, destroyer, 330 tons, 7 guns, 300 h.p.	Leipzig, cruiser, 3,000 tons, 10 guns, 1,000 h.p.
Richard, Commander in Chief, 3,700 tons, 12 guns, 10,000 h.p., Capt. Martel.	Leipzig, cruiser, 3,000 tons, 10 guns, 1,000 h.p.
Mouquet, destroyer, Lieut. Duchemin, Baie d'Along.	Leipzig, cruiser, 3,000 tons, 10 guns, 1,000 h.p.
Olyx, gunboat, Lieut. Grellet, Yangtze.	Leipzig, cruiser, 3,000 tons, 10 guns, 1,000 h.p.
Peiho, gunboat, Lieut. Marchand, Tongku.	Leipzig, cruiser, 3,000 tons, 10 guns, 1,000 h.p.
Perle, submarine, Saigon.	Leipzig, cruiser, 3,000 tons, 10 guns, 1,000 h.p.
Pistolet, destroyer, Lieut. de Reinach, Werth.	Leipzig, cruiser, 3,000 tons, 10 guns, 1,000 h.p.
Prota, submarine, Lieut. Glorioso, Saigon.	Leipzig, cruiser, 3,000 tons, 10 guns, 1,000 h.p.
Redoubant, battleship, (in reserve) 3,347 tons, 8 guns, 6,071 h.p., Rear Admiral de Marolles, Saigon.	Leipzig, cruiser, 3,000 tons, 10 guns, 1,000 h.p.
Sabre, destroyer, 330 tons, 7 guns, 300 h.p.	Leipzig, cruiser, 3,000 tons, 10 guns, 1,000 h.p.
Slyx, armed gunboat, 1,796 tons, 10 guns, 1,700 h.p., Lieut. de Reinach, Werth.	Leipzig, cruiser, 3,000 tons, 10 guns, 1,000 h.p.
Surprise, gunboat, 123 tons, guns, 500 h.p.	Leipzig, cruiser, 3,000 tons, 10 guns, 1,000 h.p.
Takling, gunboat, Yangtze.	Leipzig, cruiser, 3,000 tons, 10 guns, 1,000 h.p.
Takou, destroyer, Com. Terquem, Saigon.	Leipzig, cruiser, 3,000 tons, 10 guns, 1,000 h.p.
Yasaba, torpedo-depot (reserve), 6150 tons, 23 guns, 4500 h.p., Hongkong.	Leipzig, cruiser, 3,000 tons, 10 guns, 1,000 h.p.
Vigilant, gunboat, 123 tons, 7 guns, 500 h.p.	Leipzig, cruiser, 3,000 tons, 10 guns, 1,000 h.p.
Lieut. Brugnon, Canton.	Leipzig, cruiser, 3,000 tons, 10 guns, 1,000 h.p.

NOTICES TO CONSIGNEES

"SHIRE" LINE OF STEAMERS, LTD.

NOTICE TO CONSIGNEES.

FROM MIDDLESBOROUGH, LONDON, COLOMBO AND STRAITS.

THE Steamship

"CARDIGANSHIRE."

Captain Tyers, having arrived from the above Ports, Consignees of Cargo are hereby informed that their Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, Kowloon, and stored at Consignees' risk and expense.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 25th inst., will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on MONDAY, the 25th inst., at 3 P.M.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by SHEWAN, TOMES & CO., Agents.

Hongkong, 18th November, 1907. 1845

"BEN" LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

S.S. "BENAVON," FROM ANTWERP, LONDON AND STRAITS.

CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Ltd., whence and/or from the wharves delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 26th inst., will be subject to rent.

All Claims against the Steamer must be presented to the Underwriter on or before the 30th inst., or they will not be recognized.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 26th inst., at 11 A.M.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by GIBB, LIVINGSTON & CO., Agents.

Hongkong, 19th November, 1907. 1846

NOTICE TO CONSIGNEES.

"GLEN" LINE OF STEAMERS.

FROM MIDDLESBOROUGH, LONDON AND STRAITS.

THE Steamship

"GLENAVON,"

having arrived from the above Ports, Consignees of Cargo by her are hereby informed that their Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., at Kowloon, where each consignment will be sorted out mark by mark, and delivery can be obtained as soon as the Goods are landed.

Goods not cleared by the 26th inst., will be subject to rent.

No Fire Insurance will be effected.

All damaged packages must be left in the Godowns, where they will be examined on the 26th inst., at 11 A.M.

No claims will be recognized if not presented within 14 days of the ship's arrival.

MCGREGOR BROS. & GOW.

Hongkong, 20th November, 1907. 1851

NOTICE TO CONSIGNEES.

THE H. A. L. Steamship

"SUI MOW,"

Captain Treumann, having arrived, Consignees of Cargo are hereby requested to send in their Bills of Lading for counter-signature by the Undersigned and to take immediate delivery of their Goods from alongside.

Optional Cargo will be forwarded unless notice to the contrary be given TO-DAY.

Any Cargo impeding her discharge will be landed into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, and stored at Consignees' risk and expense.

All Claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognized.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 25th inst., will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 27th inst., at 3 P.M.

No Fire Insurance has been effected.

HAMBURG-AMERICA LINE, Hongkong Office.

Hongkong, 21st November, 1907. 1861

NOTICE TO CONSIGNEES.

FROM SHANGHAI, YOKOHAMA, KOBE AND MOJI.

THE Steamship

"JAPAN,"

having arrived from the above Ports, Consignees of Cargo are hereby informed that their Goods will be delivered from alongside.

Cargo impeding the discharge will be landed at Consignees' risk and expense into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited.

No Fire Insurance will be effected.

Bills of Lading will be countersigned by the undersigned.

DAVID SASSOON & CO., LTD., Agents.

Hongkong, 22nd November, 1907. 1862

NATAL LINE OF STEAMERS

THE Undersigned GENERAL AGENTS in CHINA and JAPAN for the above Line are prepared to issue THROUGH BILLS OF LADING for all the principal ports in SOUTH AFRICA in connection with the CHINA STEAM NAVIGATION Co.'s fortnightly service hence to CALCUTTA. Sailings from CALCUTTA for CANTON every fortnight.

For Freight and further particulars, apply to

DODWELL & CO., LIMITED

General Agents for China and Japan

Hongkong, 4th August, 1898. 8

MAIL TABLES

FOR 1907.

Shows the dates of departure of the Mails to Europe and America, and the dates of their expected arrival at their destinations, as well as the dates of return Mails.

Mounted on Card 30 Cents

On Paper 20

On Sale at the Hongkong Daily Press Office

Hongkong, 24th January, 1907.

SHIPPING IN PORT.

STEAMERS.

ARABIA, German str., 2,868, C. Neumann, 16th Nov.—Portland 2nd Oct., Flour—Portland

Asia S. S. Co.

ASCOT, British str., 2,786, John B. Booth, 19th Nov.—Dunbar 11th and Ching Wang Tso

14th Oct., Gibb, Livingston & Co.

BARRETT, British str., 2,763, S. D. Seaborn, 18th Nov.—Portland 28th Sept., Wheat.

BOURBON, French str., 3,971, La Bail, 20th Nov.—Saigon 16th Nov., General—China.

CHUNSHANG, British str., 1,417, D. A. King, 3rd Nov.—Wuhu and Chinkiang 27th Oct., Rice & General—Jardine, Matheson & Co.

COQUET, British str., 2,685, T. Walker, 19th Nov.—Kochin 13th Nov., Coal—Mitsui Bussan Kaisha.

EMPRESS OF CHINA, British str., 3,246, R. Arnold, 19th Nov.—Vancouver B.C. 20th Oct., Mail and General—C. P. R. Co.

FORESTDALE, British str., 2,233, Noall, 11th Nov.—Hongray 7th November, Sugar

FEL, Norwegian str., 860, C. Wagle, 19th Nov.—Saigon 14th Nov., Rice and Flour—Aagaard, Thorsen & Co.

FRITHJOF, Norwegian str., 891, O. Andersen, 21st Nov.—Swatow 20th November, General—Osaka Shosen Kaisha.

HUPET, British str., 1,

